

**AGENDA**  
**PEDESTRIAN, BICYCLE, AND TRAFFIC SAFETY ADVISORY COMMITTEE**  
**September 27, 2018 – 7:00 to 9:30 p.m.**  
**Wheaton, Highland Elementary School All-Purpose Room**

- 1) Welcome and Introductions** **Kristy Daphnis (10 min)**
- 2) Restatement of Vision Zero Policy** **Wade Holland (5 min)**
- 3) Report on Recent Fatal and Serious Injury Crashes in Wheaton/Glenmont Area**  
**Capt. Tom Didone, MCPD (15 min)**
- 4) Overview and Perspective: Pedestrian Safety in Wheaton/Glenmont-area**  
**John Wetmore, Perils for Pedestrians (15 minutes)**
- 5) National View: NTSB Recommendations from recent Ped Safety Special Report**  
**Leah Walton (15 minutes)**
- 6) National/Regional View: Potential Treatments, including those used in other locations,**  
**Dan Goodman, Toole Design Group (15 min)**
- 7) County/State Actions and Plans: Recent Improvements and Current or Future Plans (15 min)**  
**Matt Johnson, MCDOT**  
**Derek Gunn, SHA**
- 8) Opportunity for Public Comment and Input (30 minutes)**
- 9) PBTSAC Member Discussion: Next Steps (15 minutes)**
- 10) General Business** **Kristy Daphnis (15 min)**
  - A. Other Fatal and Serious Injury Pedestrian and Bicycle Crashes, MCPD**
  - B. Brief Status Update: Vision Zero 2-year Plan Implementation, Equity Task Force, Fatal Review Team, VZ Coordinator Hiring, 10-year Plan Development**
  - C. Suggestions for Upcoming Topics or Speakers**
  - D. Other items**

**Adjourn – 9:30 pm**

**2018 Upcoming Meeting Dates: November 29, January 24, March 28**

# **Pedestrian, Bicycle, and Traffic Safety Advisory Committee**

---

September 27, 2018

# Overview

---

- Challenges
  - Peak versus non-peak (speed + urban centers)
  - Multiple threat
  - Long distances between marked crossings and signals
  - Lighting
- Opportunities
  - Reducing speed
  - Providing refuge
  - Improving lighting
  - Transit

— PEDESTRIAN FATALITY & SERIOUS INJURY RISK +

18%



50%



77%



—

20  
MPH

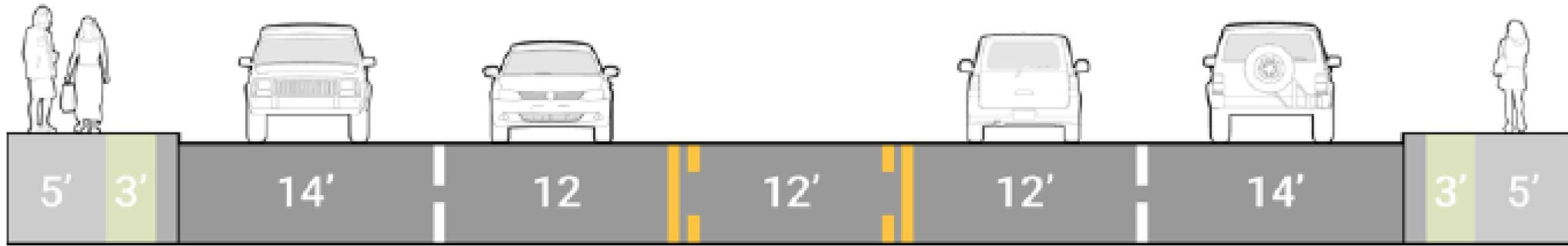
30  
MPH

40  
MPH

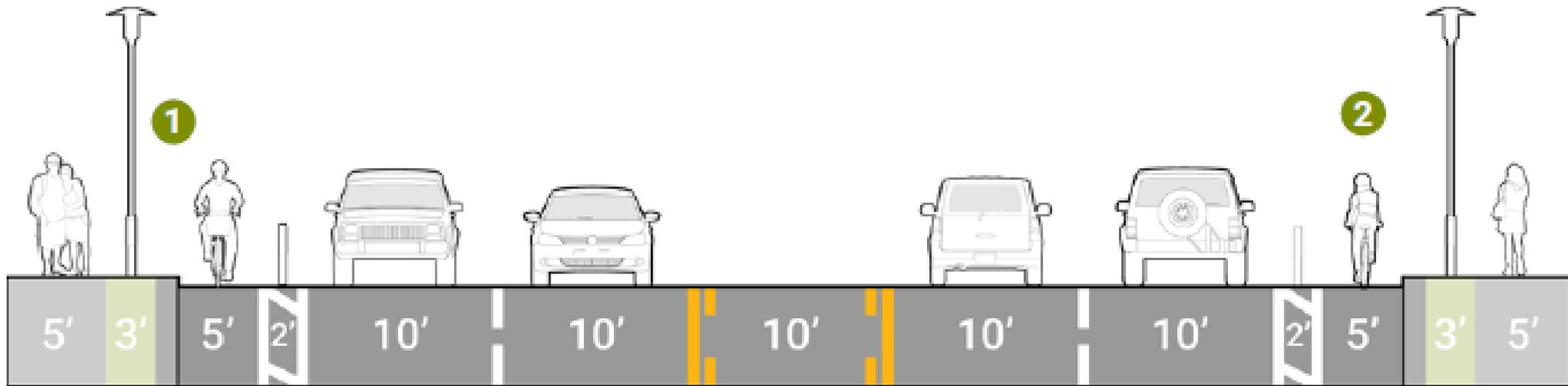
+



**CONE OF VISION**



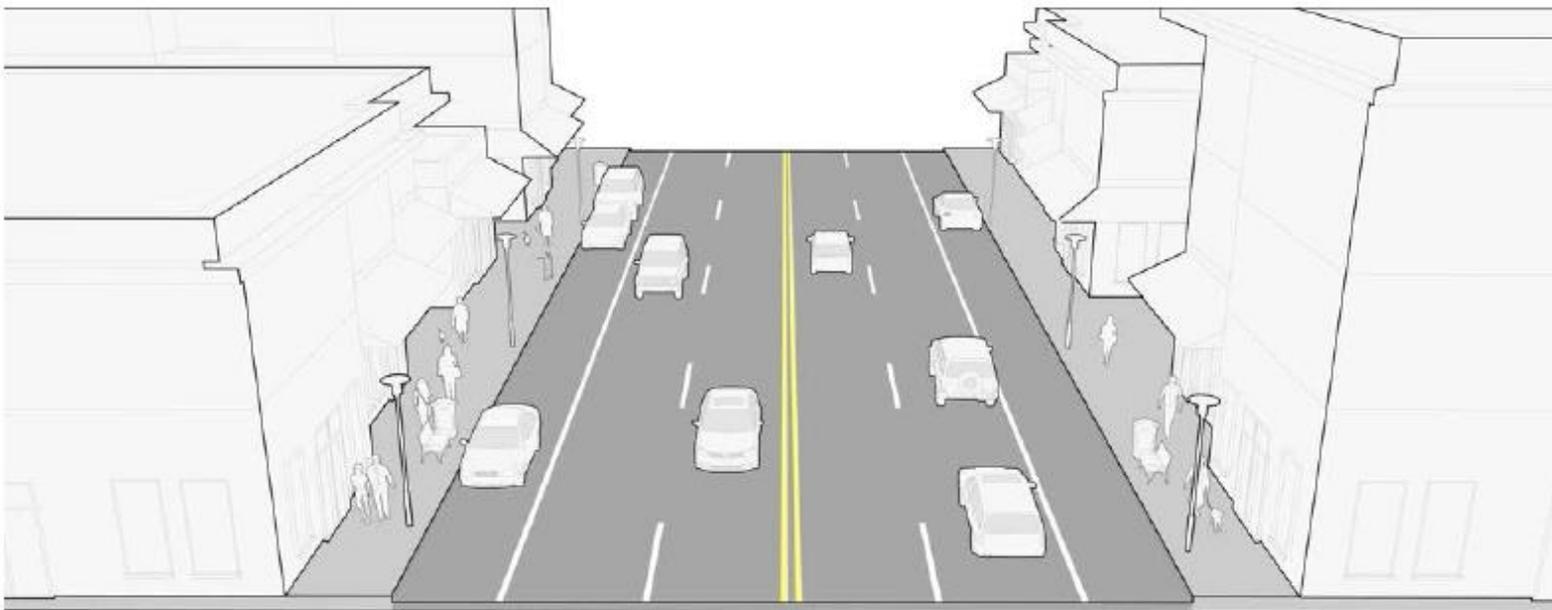
**Conventional**



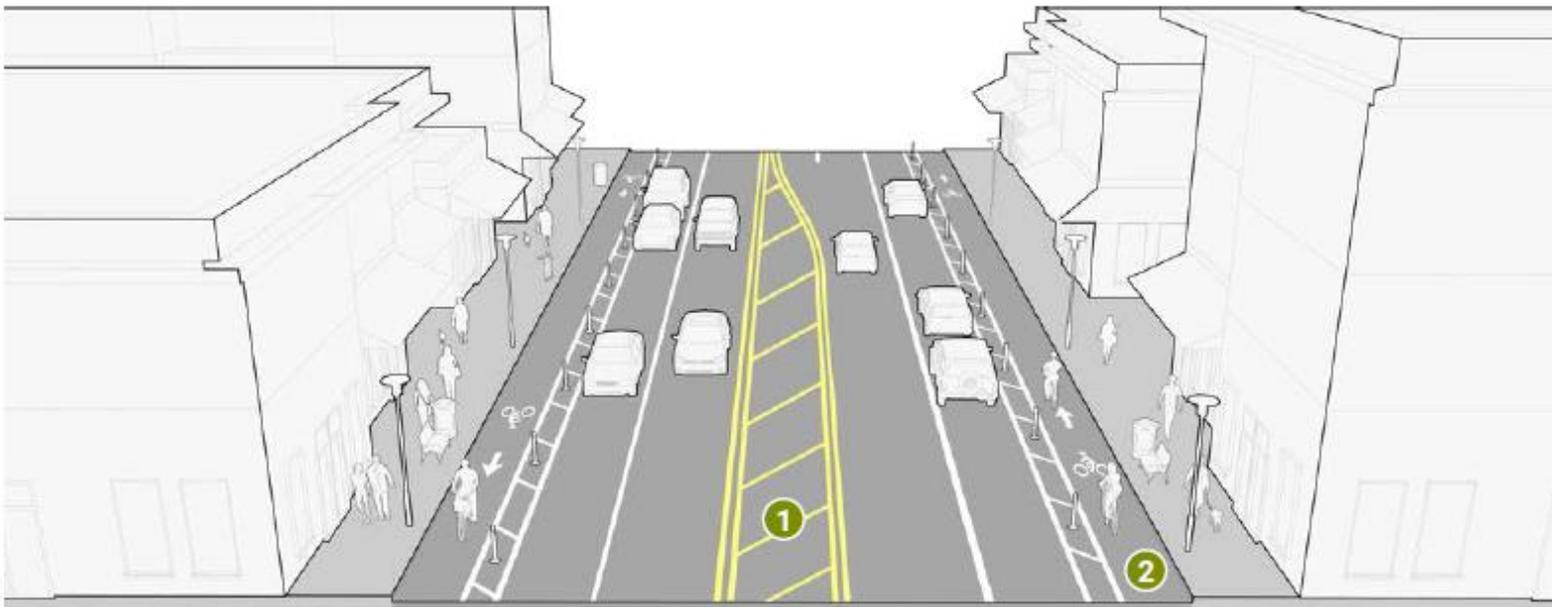
**Flexibility Enables Separated Bike Lane**



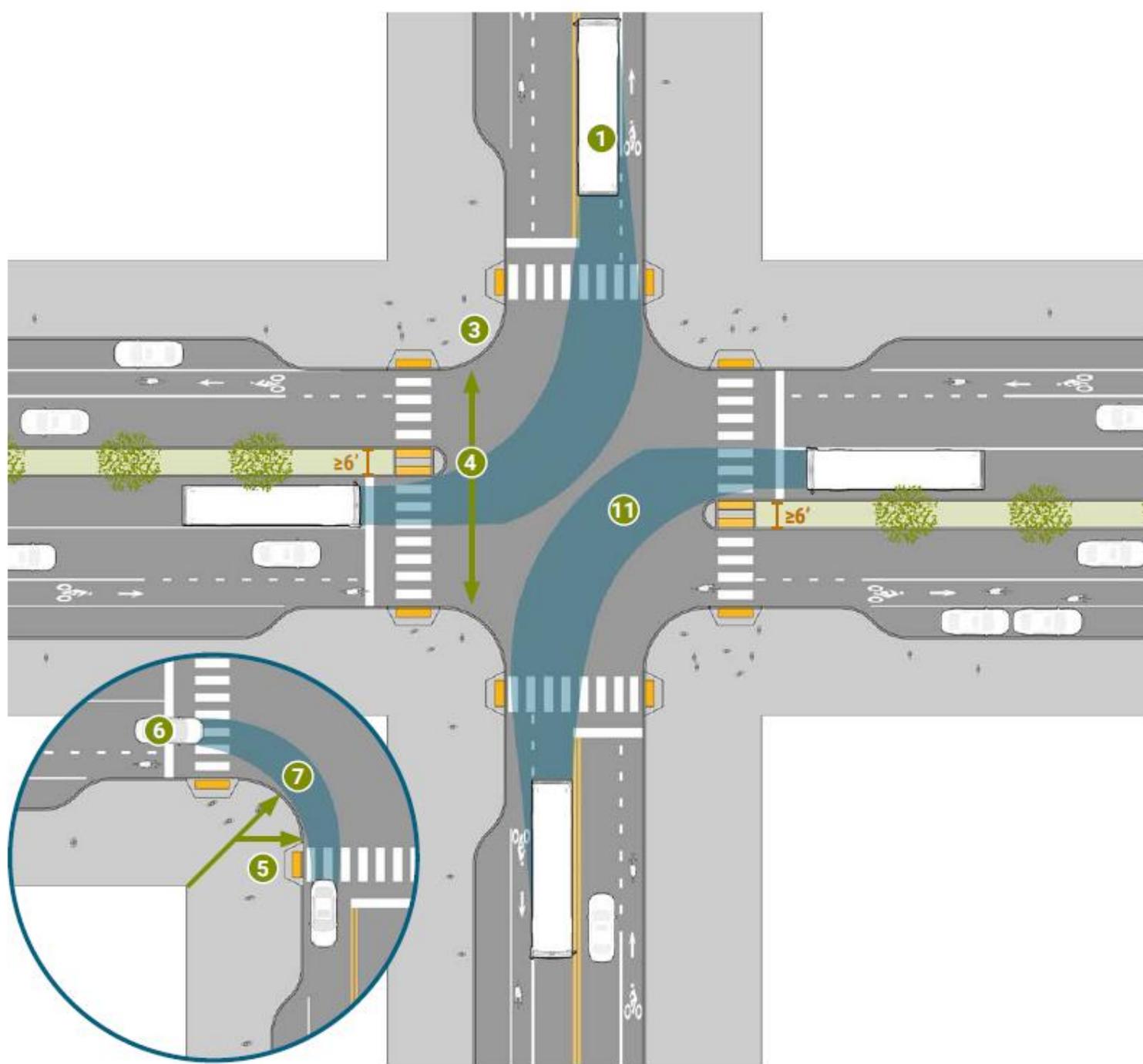
**Conventional**

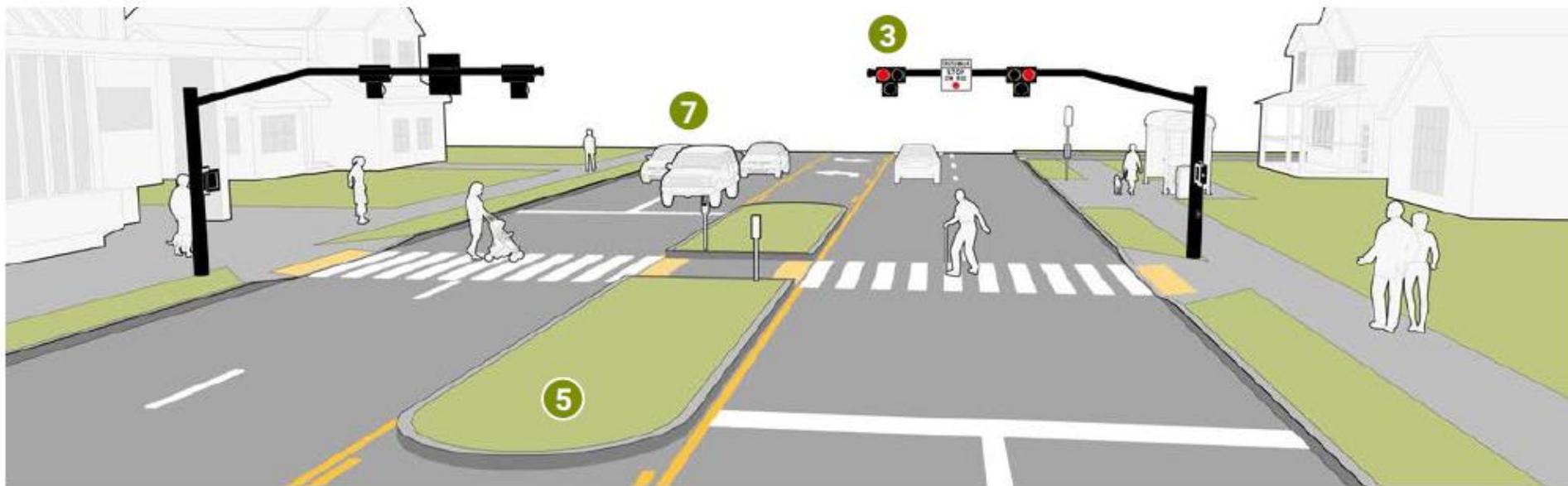


**BEFORE ROAD DIET**

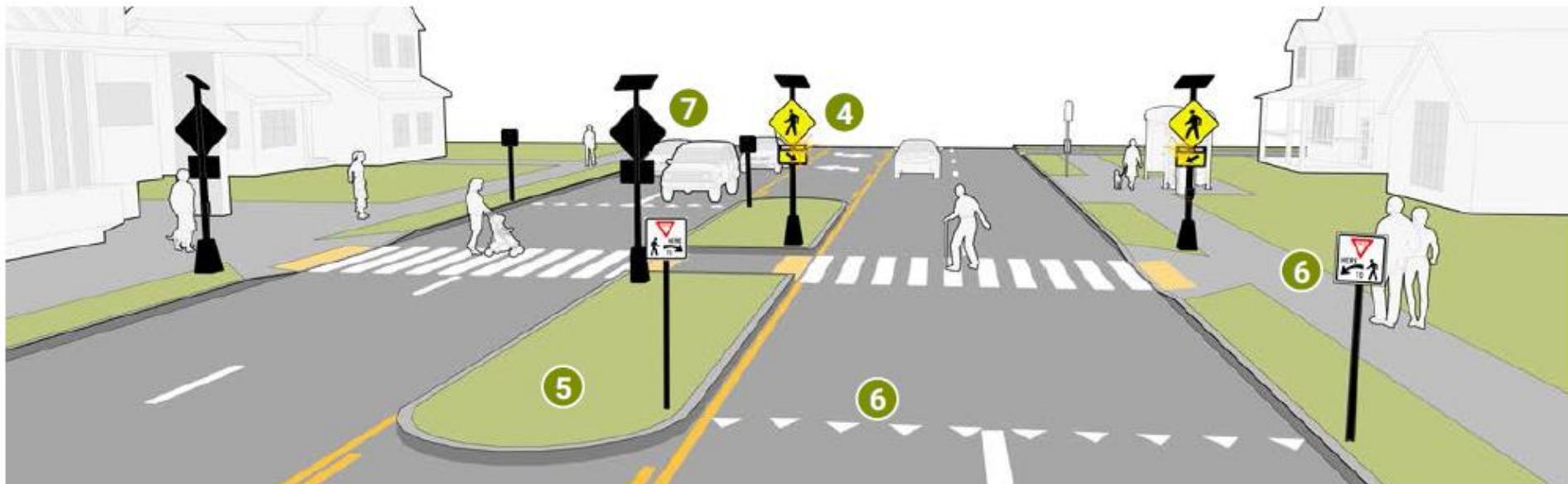


**AFTER ROAD DIET**





**PEDESTRIAN HYBRID BEACON AND CROSSING ISLAND**



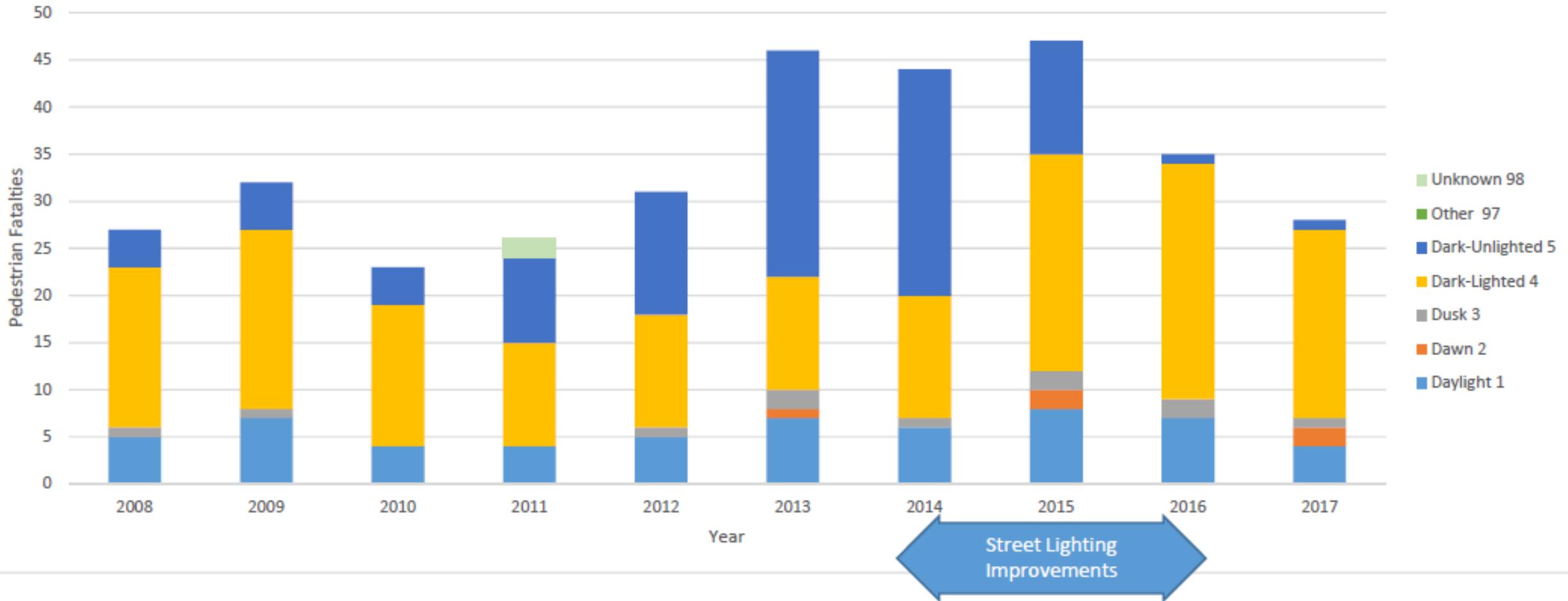
**RECTANGULAR RAPID FLASHING BEACON AND CROSSING ISLAND**





# 48 Fatalities in Dark, Unlighted Conditions from 2013-2014; Only 2 from 2016-2017

## Detroit Pedestrian Fatalities by Lighting Conditions



Notes: 2017 data is preliminary and may climb as later crash reports are filed  
There are more fatalities reported here than the Michigan Traffic Crash Facts web site since the latter ignores crash reports that are filed late.



# Pedestrian and Bicycle Information Center

Data & Resources

Community Support

Planning & Design

Training & Events

Behavior Change

## Safety effects of automated enforcement systems

This new PBIC info brief summarizes the latest research on the safety effects of automated speed and red light enforcement systems.



Search the PBIC Website

*Insert search terms here*

Search

### POPULAR TOPICS

[Animated Crash Scenarios](#) | [Automated Vehicles](#) | [Bike Share](#) | [Complete Streets](#)  
[E-Bikes](#) | [Equity](#) | [Low-Stress Networks](#) | [Vision Zero](#)

### Join our monthly webinars

PBIC hosts free monthly webinars on a wide range of topics related to walking and bicycling. [Check out our upcoming schedule and view our archived episodes.](#)

### Find flexible design guidance



Pedestrian and Bicycle Information Center

Like Page 4K likes



Pedestrian and Bicycle Information Center

7 hours ago



America Walks is now accepting applications for the Community Change Grant program. Submit ideas for projects to increase walking, access, and a culture of inclusive health through

# Safety

About Office of Safety Programs Initiatives Resources Contact

Search Safety



FHWA Home / Safety / Pedestrian & Bicycle / Safe Transportation for Every Pedestrian (STEP)

eSubscribe

Resources

Webinars/Links

Every Day Counts (EDC)

## Program Contact

Becky Crowe  
[rebecca.crowe@dot.gov](mailto:rebecca.crowe@dot.gov)  
(804) 775-3381

Peter Eun  
[peter.eun@dot.gov](mailto:peter.eun@dot.gov)  
(804) 775-3381



## Safe Transportation for Every Pedestrian (STEP)

Cost-effective countermeasures with known safety benefits can help reduce pedestrian fatalities at uncontrolled crossing locations and unsignalized intersections.

Pedestrians account for over 17.5 percent of all fatalities in motor vehicle traffic crashes, and the majority of these deaths occur at uncontrolled crossing locations such as mid-block or un-signalized intersections. These are among the most common locations for pedestrian fatalities generally because of inadequate pedestrian *crossing facilities* and insufficient or inconvenient *crossing opportunities*, all of which create barriers to safe, convenient, and complete pedestrian networks.

Expecting pedestrians to travel significantly out of their way to cross a roadway to reach their destination is unrealistic and counterproductive to encouraging healthier transportation options. By focusing on uncontrolled locations, agencies can address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities.

## Pedestrian Safety Countermeasures

FHWA is promoting the following pedestrian safety countermeasures through the fourth round of Every Day Counts (EDC-4):

- **Road Diets** can reduce vehicle speeds and the number of lanes pedestrians cross, and they can create space to add new pedestrian facilities.
- **Pedestrian hybrid beacons** (PHBs) are a beneficial intermediate option between RRFBs and a full pedestrian signal. They provide positive stop control in areas without the high pedestrian traffic volumes that typically warrant signal installation.
- **Pedestrian refuge islands** allow pedestrians a safe place to stop at the midpoint of the roadway before crossing the remaining distance. This is particularly helpful for older pedestrians or others with limited mobility.
- **Raised crosswalks** can reduce vehicle speeds.
- **Crosswalk visibility enhancements**, such as crosswalk lighting and enhanced signing and marking, help drivers detect pedestrians—particularly at night.



Roadside Design Improvement at Curves



Reduced Left-Turn Conflict Intersections



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Leading Pedestrian Interval



Local Road Safety Plan



USLIMITS2



Enhanced Delineation and Friction for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barrier



Safety Edges<sub>SM</sub>



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Roundabouts



Yellow Change Intervals



Medians and Pedestrian Crossing Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacon



Road Diet



Walkways



Road Safety Audit

SPEED  
LIMIT  
**45**





410 WILSON DR

CVS/pharmacy

OPEN 24 HOURS

Colorado Bank

337-4700 337-4700

TILE

Braden's Food & Beverage

Braden's Food & Beverage











[www.pedestrians.org](http://www.pedestrians.org)





[www.pedestrians.org](http://www.pedestrians.org)















[www.YouTube.com/PedAdvocate](http://www.YouTube.com/PedAdvocate)

Perils For Pedestrians

Episode 264: Silver Spring



# National Transportation Safety Board

## Improving traffic safety for vulnerable road users: recent and ongoing NTSB activities and products

Leah Walton

Montgomery County PBTSAC Meeting

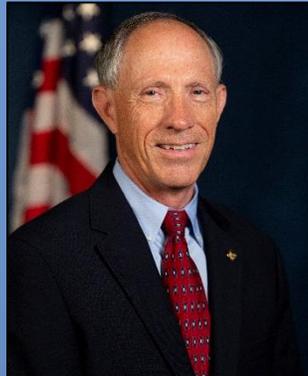
September 17, 2018

# Governance

- Independent Federal agency
- Reports directly to Congress
- **No regulatory authority**
- Composed of five Board Members
- ~420 full time staff
- ~ \$110 million budget



Chairman  
Robert Sumwalt



Vice Chairman  
Bruce Landsberg



Member  
Earl Weener



Member  
Bella Dinh-Zarr



Member  
Jennifer Homendy

AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE



## Our Mission

The NTSB is an independent Federal agency charged by Congress with **investigating** every civil aviation accident in the United States and significant accidents in the other modes of transportation – highway, marine, railroad and pipeline – and **issuing safety recommendations** aimed at preventing future accidents.

**NTSB**

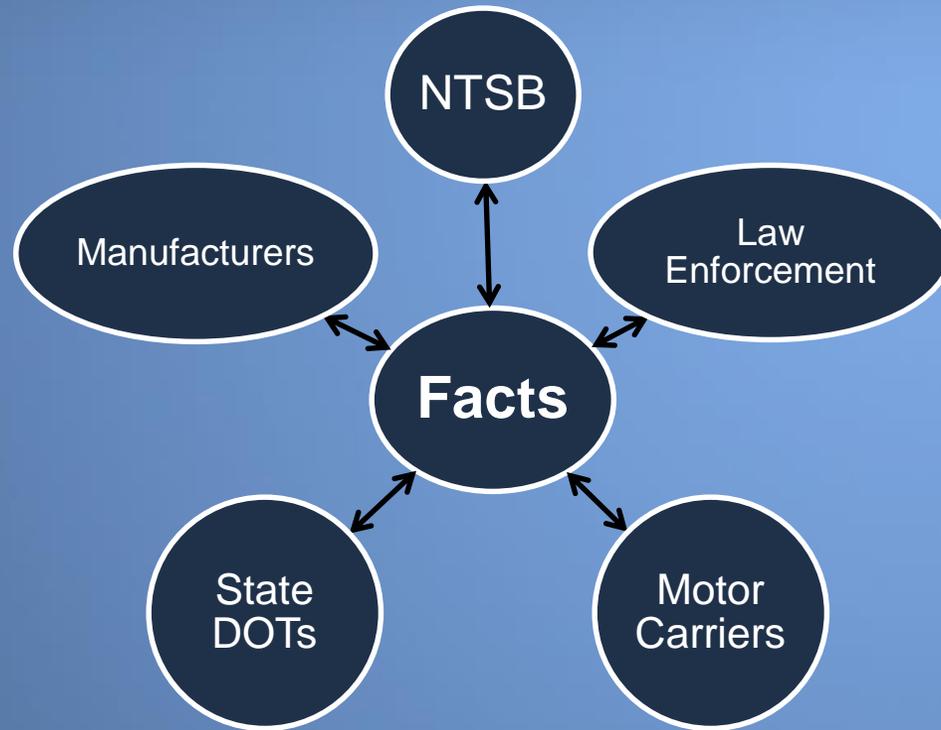


INTEGRITY  
TRANSPARENCY  
INDEPENDENCE  
EXCELLENCE

**NTSB**

# On-scene Highway Investigations

## Party Process



- Typically on-scene
  - Within 12 to 24 hrs
  - For 7 to 10 days
- We work with:
  - Law enforcement
  - Motor carriers
  - State highway organizations
  - Vehicle and component manufacturers

# NTSB and vulnerable road users

- 1970s – safety studies on pedestrians and bicyclists
- Accident investigations
- 2013 – Safety studies on single unit trucks
- 2016-2017 – Safety studies on speeding
- 2015-2017 – Pedestrian safety
- 2018-2019 – Safety studies on bicyclist safety

# Pedestrian safety special investigations



# 2016 Public Forum

[https://www.nts.gov/news/events/Pages/2016\\_pedestrian\\_FRM.aspx](https://www.nts.gov/news/events/Pages/2016_pedestrian_FRM.aspx)

Understanding  
pedestrian safety

Planning safer streets  
for pedestrians

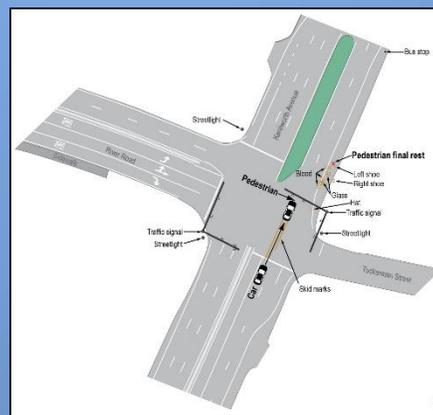
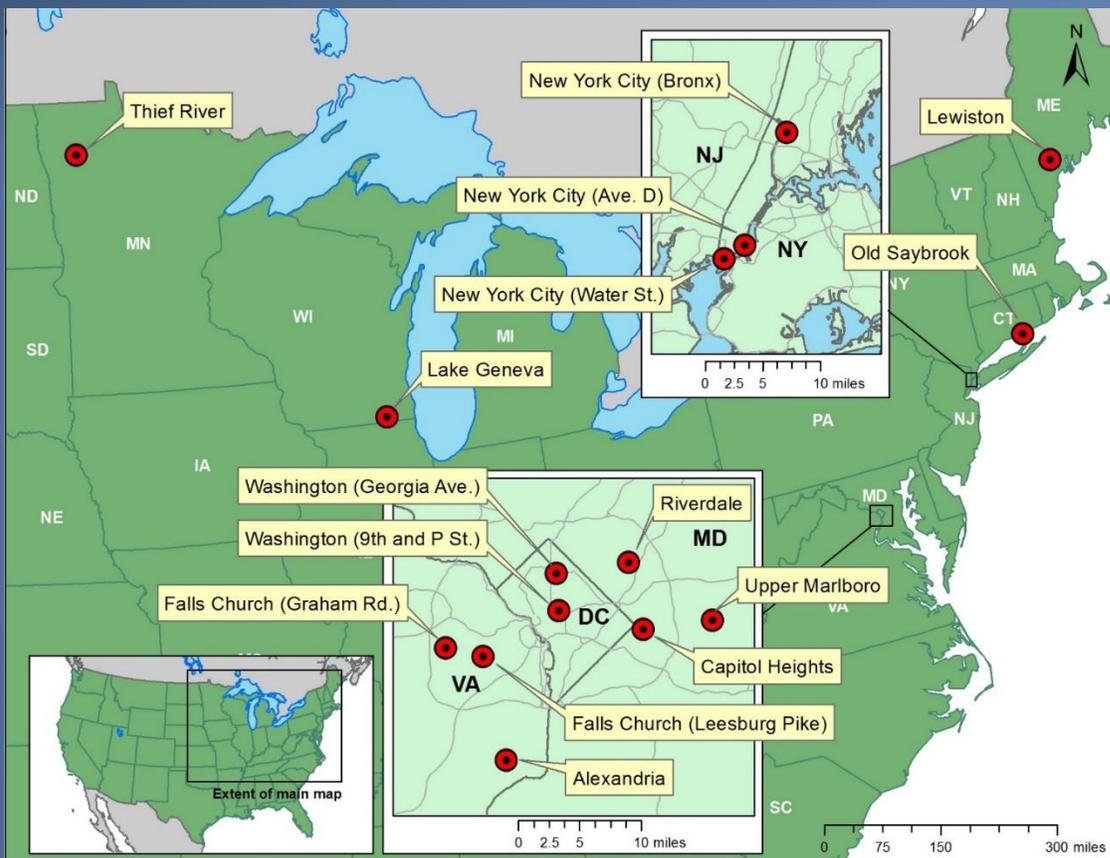
Enhancing pedestrian  
safety through design  
and countermeasures

Improving pedestrian  
safety through vehicle  
technology

# 15 Pedestrian Investigations

- Occurred between April 2016 – November 2016
- 2 Investigators “launched”
  - Documented crash scenes
    - Computational photography, digital processing
  - Completed data collection forms
  - Interviewed witnesses
  - Met w/ local law enforcement

# Accident investigations and data analysis



NATIONAL TRANSPORTATION SAFETY BOARD  
Safety Research Division  
Washington, DC 20594

August 8, 2018

## SUPPLEMENTAL DATA REPORT: Fatal and nonfatal crashes involving pedestrians (2007-2016)

By Ivan Cheung, PhD

### 1. DATA REQUEST

#### 1.1. Objective

- This data report supplements the Pedestrian Safety Special Investigative Report by providing the following discussions: (1) 10-year trend of pedestrian fatalities and nonfatal injuries in the US (2007-2016) and (2) select characteristics of fatal pedestrian crashes with comparison to overall motor vehicle crashes focusing on FARS 2016 data.

### 2. DATA SOURCES AND LIMITATIONS

#### 2.1. Fatality Analysis Reporting System (FAR)

- FAR is a census of fatal motor vehicle crashes on traffic way customarily open to the public. These crashes and must have resulted in the death of a motorist or a non-motorist within 30 days of the crash.
  - All FARS data can be downloaded directly from
    - [ftp://ftp.nhtsa.dot.gov/fars/1975-2016](http://ftp.nhtsa.dot.gov/fars/1975-2016)
  - FARS Analytical User's Manual 1975-2016 can be obtained from
    - <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812447>

#### 1.2. National Automotive Sampling System (NASS) General Estimate System (GES)

- Data for GES come from a nationally representative sample of police reported motor vehicle crashes of all types, from minor to fatal.
- One often cited criticism of GES is that about half the motor vehicle crashes in the country are not reported to the police. According to NHTSA, "the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, GES concentrates on those crashes of greatest concern to the highway safety community and the general public."<sup>1</sup>
- Each week, GES data collectors visit approximately 400 police jurisdictions in 60 areas across the US that reflect the geography, roadway mileage, population, and traffic density of the country. Annually, about 50,000 police accident reports (PAR) were randomly selected. Each sampled PAR involves at least one motor vehicle traveling on a traffic way, resulting in property damage, injury, or death and the report must be complete.

<sup>1</sup> See <https://www.nhtsa.gov/national-automotive-sampling-system-nass-general-estimates-system>

# Safety Issues focused in the Special Investigative Report

- Vehicle-based improvements
  - Vehicle headlight performance
  - Vehicle physical design
  - Collision Avoidance Technologies
- Infrastructure Improvements
  - Pedestrian Safety Action Plans
  - Expanding Local Site-Specific Planning Activities

# Safety Issues focused in the Special Investigative Report

- Data design and collection
  - Pedestrian Exposure Data
  - Crash data for system development and research
  - Improved Aggregated Event Data

# Other Elements of Special Investigative Report

- Short summary of each crash investigation
- Pedestrian Crash Investigation Form
- Pedestrian Safety Forum Participants
- Directions for accessing the Docket for full investigative reports

## Pedestrian Safety Special Investigative Report

This companion site provides interactive access to summary information of the 15 investigations and select observations in the supplemental data report.

[Investigation summaries](#) | [Data exploration](#)

### Fatal pedestrian crash locations (2007-2016)

This map is used to display all fatal pedestrian crashes (with known locations, expressed in latitude and longitude coordinates) for the 10-year period (2007-2016). There were a total of 46,678 crash locations (99% of all fatal pedestrian crash locations were included in this map).

Click the search icon (upper left corner, magnifying glass symbol) then enter a place name, such as a city (e.g. Washington DC). The map will then zoom to the area and the locations will be revealed.

The map is set to show locations by light condition categories. Click legend (upper right hand corner) to see the categories. You can click on each symbol then click the accident report link (More info) to see the NHTSA FARS crash level details.

### NTSB Pedestrian Safety Special Investigation Report Process



In May 2016, the National Transportation Safety Board (NTSB) hosted a forum intended to begin a public conversation about pedestrian safety. After the forum, the NTSB began investigating a series of 15 fatal crashes in which highway vehicles killed pedestrians. In 2016, during the project design phase, the set of 15 investigative cases represented the average number of pedestrian fatalities every day. By the time the project was complete, the average had increased to 16 a day.

This special investigation report discusses the public forum and previous NTSB investigations related to pedestrian safety, including the 15 fatal pedestrian crashes, and makes recommendations to improve pedestrian safety. The report addresses vehicle-based changes, infrastructure improvements, and data needs for improving pedestrian safety. Given that the poor visibility of people walking in and around moving vehicles is a serious problem, the report considers improvements to vehicle lighting systems that are being developed but are not yet in place. The report also considers other vehicle safety systems that can improve pedestrian safety and recognizes the needs of local transportation planning work to improve pedestrian safety. Several recommendations target data needs to better guide the implementation of countermeasures and to gauge the effectiveness of programmatic efforts. The report makes recommendations to the National Highway Traffic Safety Administration, the Federal Highway Administration, and the Centers for Disease Control and Prevention.



# Pedestrian Safety Special Investigative Report

## Fatal pedestrian crash locations (2007-2016)

This map is used to display all fatal pedestrian crashes (with known locations, expressed in latitude and longitude coordinates) for the 10-year period (2007-2016). There were a total of 46,678 crash locations (99% of all fatal pedestrian crash locations were included in this map).

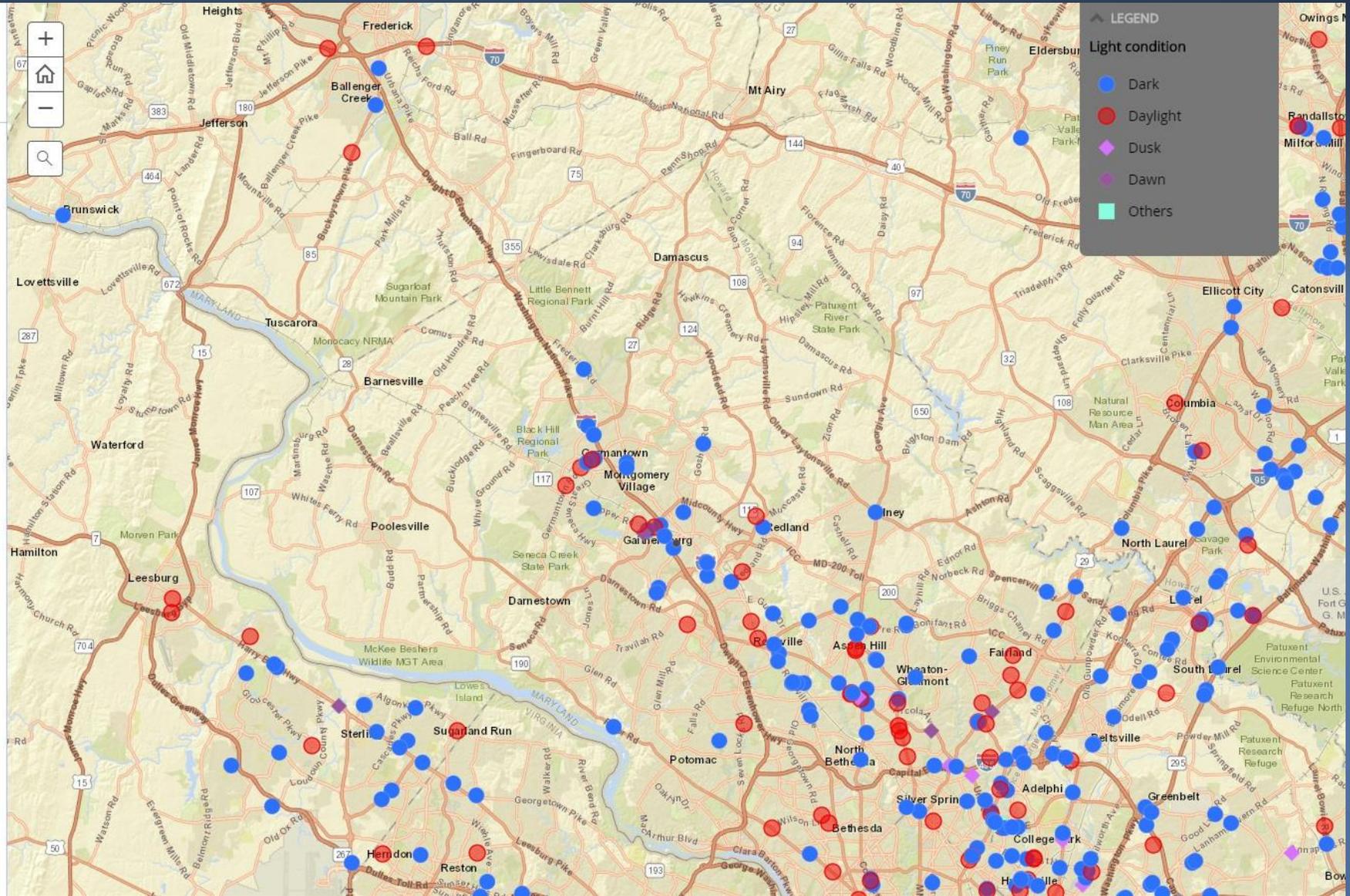
Click the search icon (upper left corner, magnifying glass symbol) then enter a place name, such as a city (e.g. Washington DC). The map will then zoom to the area and the locations will be revealed.

The map is set to show locations by light condition categories. Click legend (upper right hand corner) to see the categories. You can click on each symbol then click the accident report link (More info) to see the NHTSA FARS crash level details.

## State pedestrian fatality rates

This map shows pedestrian deaths per 100,000 persons by state in 2016 (using FARS 2016 preliminary data). Click on each state to look at year-to-year death rates (2010-2016) along with trend visualization using bar charts.

## Pedestrian fatalities in large cities (2016)





# Pedestrian Safety Special Investigative Report

## Fatal pedestrian crash locations (2007-2016)

This map is used to display all fatal pedestrian crashes (with known locations, expressed in latitude and longitude coordinates) for the 10-year period (2007-2016). There were a total of 46,678 crash locations (99% of all fatal pedestrian crash locations were included in this map).

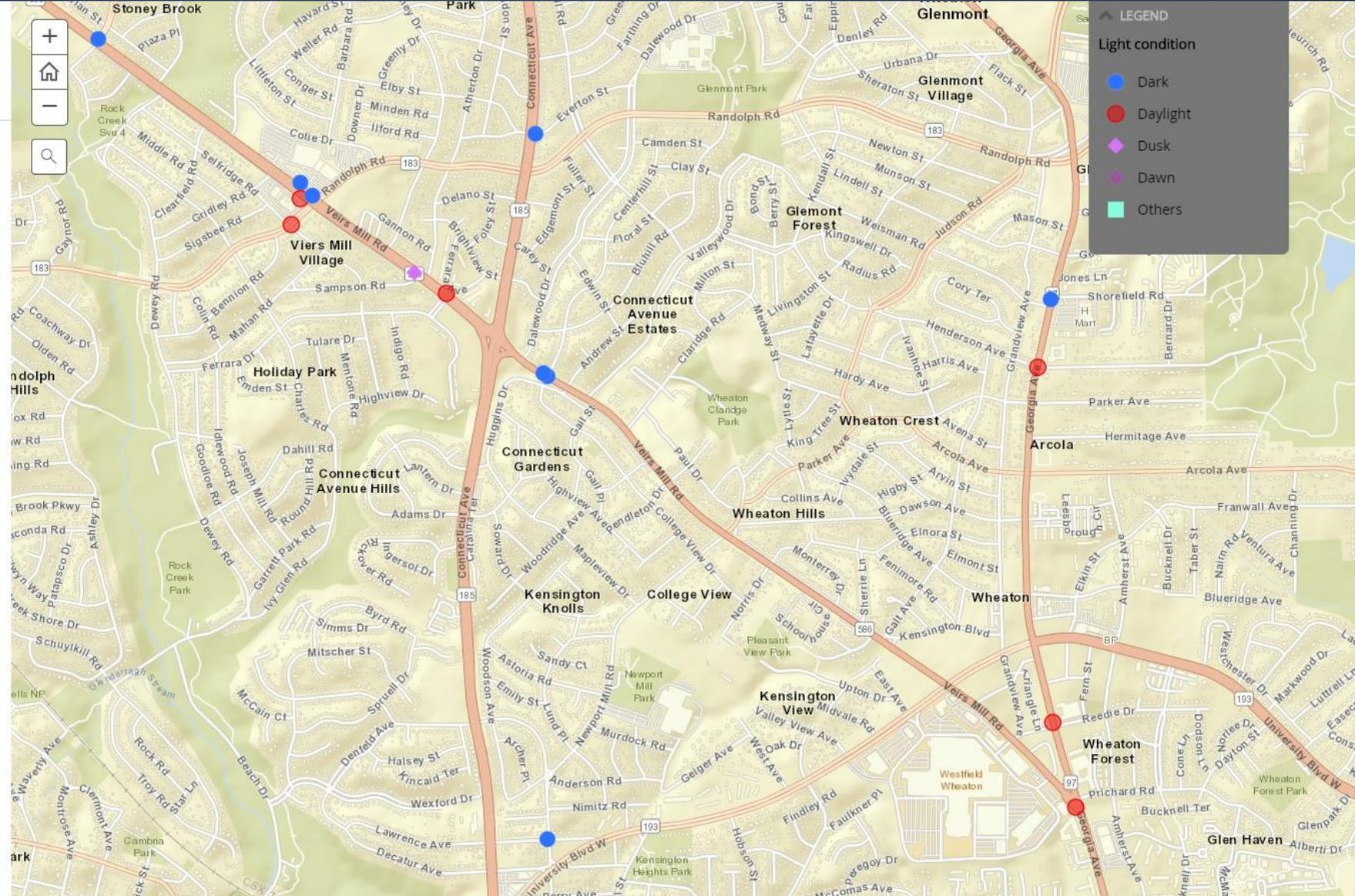
Click the search icon (upper left corner, magnifying glass symbol) then enter a place name, such as a city (e.g. Washington DC). The map will then zoom to the area and the locations will be revealed.

The map is set to show locations by light condition categories. Click legend (upper right hand corner) to see the categories. You can click on each symbol then click the accident report link (More info) to see the NHTSA FARS crash level details.

## State pedestrian fatality rates

This map shows pedestrian deaths per 100,000 persons by state in 2016 (using FARS 2016 preliminary data). Click on each state to look at year-to-year death rates (2010-2016) along with trend visualization using bar charts.

## Pedestrian fatalities in large cities (2016)





# Pedestrian Safety Special Investigative Report

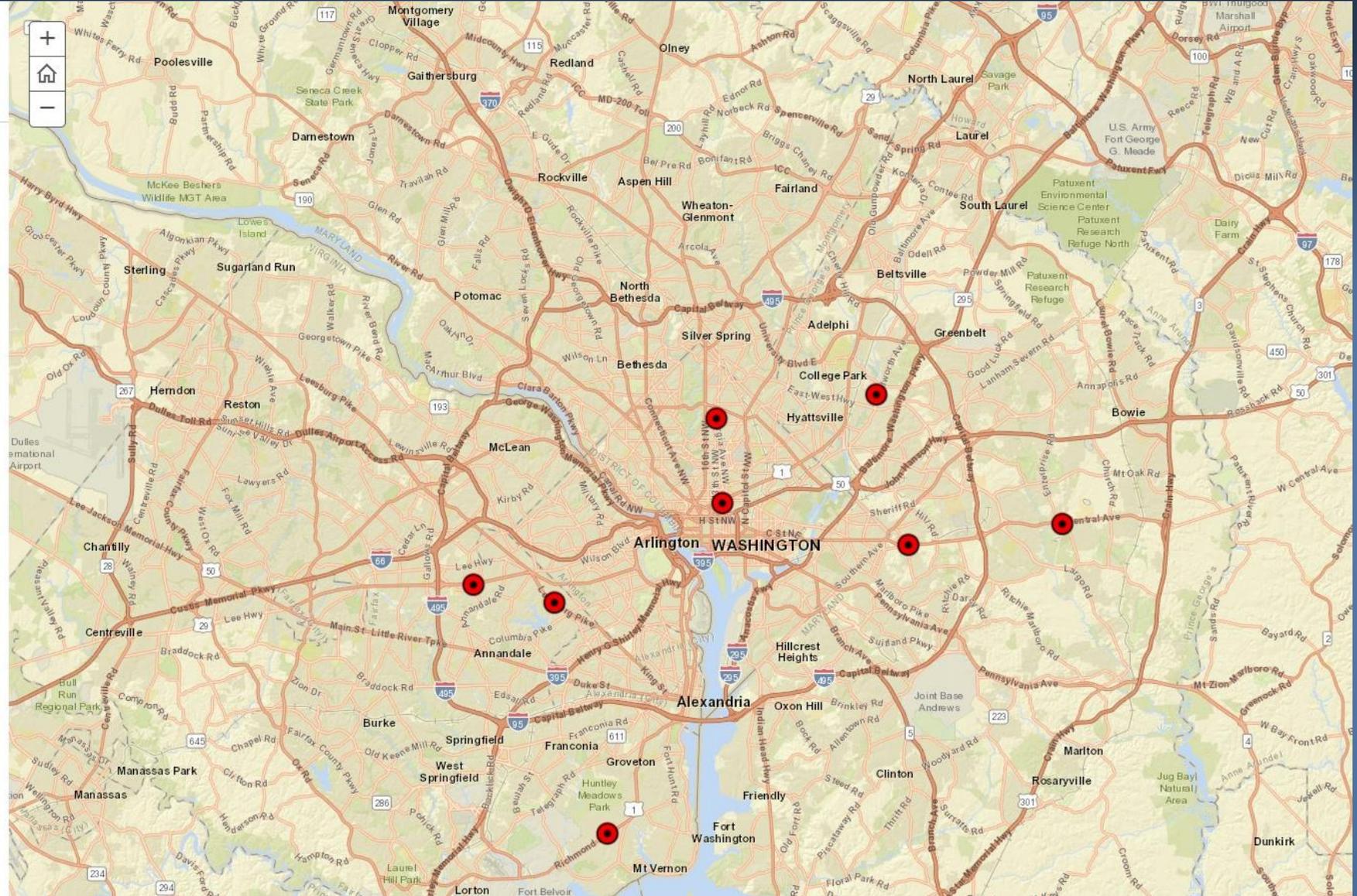
## NTSB Field Investigations (2016)

The fatal pedestrian crashes investigated in support of the pedestrian safety project and this special investigation report are summarized below. They span an approximately 6-month period from April to November 2016 and are given in order of occurrence.

The cases were selected on the basis of investigative staff availability and consideration for the opportunity to identify and coordinate a timely investigative response. The set does not reflect the distribution of national pedestrian fatalities (FARS) data. Nor does it include hit-and-run crashes, although historically, as many as one in five pedestrian fatalities are caused by hit-and-run vehicles (NHTSA 2018). Hit-and-run drivers do not stop to render aid. Because the movement of the crash vehicles was of primary investigative interest, no hit-and-run crashes were among the cases selected for the project.

The NTSB determined the probable cause for each of the pedestrian crashes investigated. Local law enforcement officials were responsible for determining violations of state laws and for filing criminal charges, as appropriate. In cases involving criminal prosecution, a determination of the court's decision might not have been available at the time of the NTSB's investigation. However, information about law enforcement actions such as issuing citations or filing other criminal charges is included in the NTSB public docket if available.

### Washington Metropolitan Area





## Pedestrian Safety Special Investigative Report

### Riverdale, MD

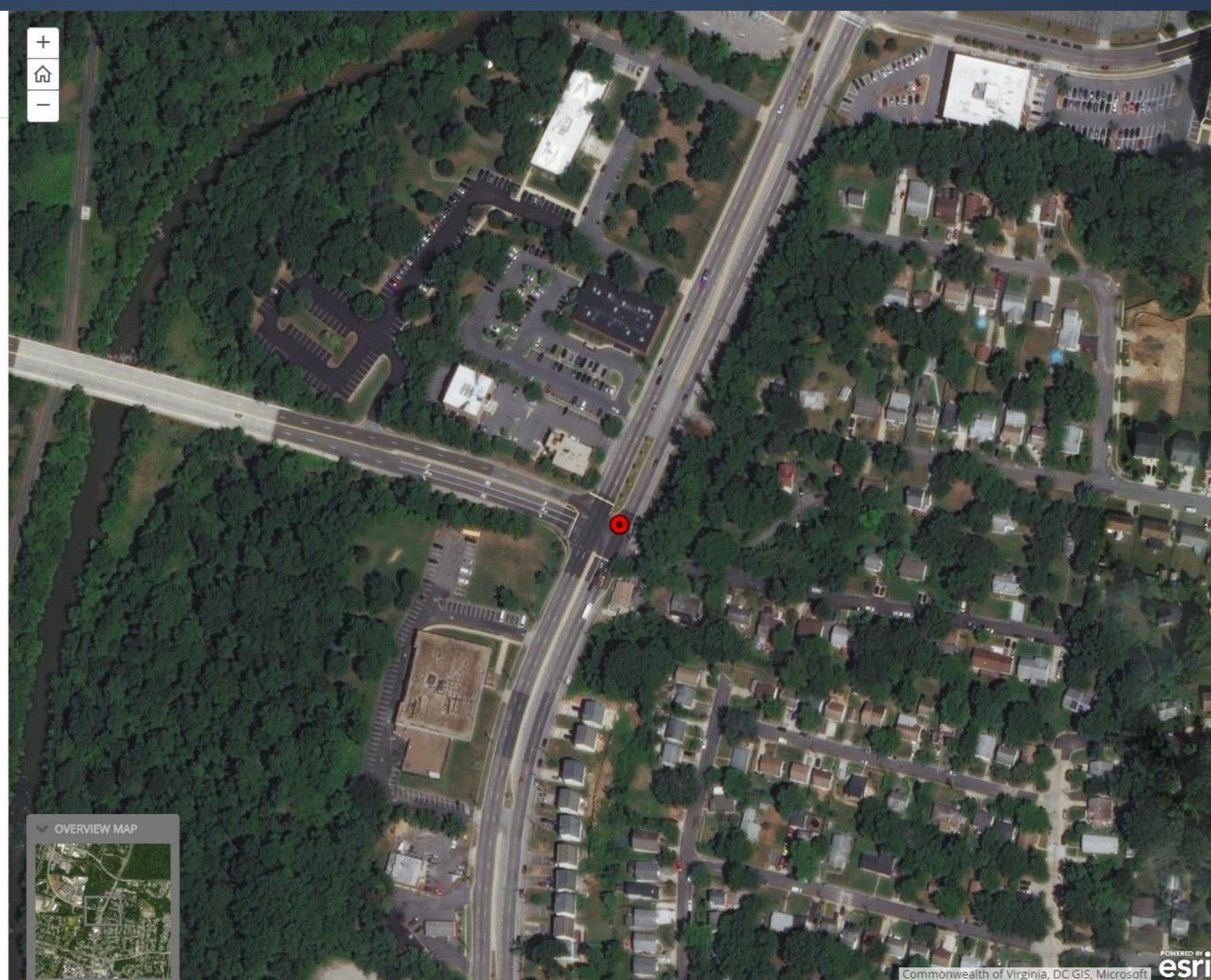
NTSB Case No. HWY16SH009

[Public Docket](#) | [Accident Brief](#) | [Google Street View](#)

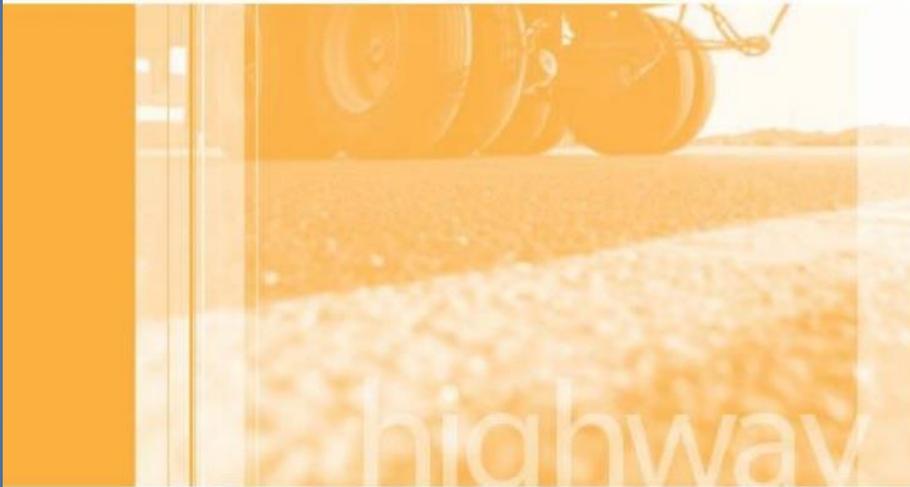
**Description:** About 9:16 p.m. on Sunday, April 24, 2016, a 1998 Toyota Corolla four-door sedan was traveling north on Kenilworth Avenue (State Route 201) in Riverdale Park, Prince George's County, Maryland. As the 50-year-old female driver approached the intersection of Kenilworth Avenue and Tuckerman Street, the traffic signal for northbound vehicles was green. The driver observed a male pedestrian walking east in the middle of the intersection, trying to cross Kenilworth Avenue. The driver applied the brakes and attempted to steer left, away from the pedestrian, but the car struck him in the left northbound through lane of the intersection.

Because of the impact, the 55-year-old pedestrian rode up onto the vehicle's hood and collided with the passenger side of the windshield before rolling off the right side of the car. After sliding along the pavement, the pedestrian came to rest 52 feet from the point of impact. The driver stopped at the scene, then left the area to seek assistance, calling 911 at 9:21 p.m. After the driver left the scene, a Riverdale Park police officer, on routine patrol, encountered the pedestrian lying facedown on the right shoulder of the road. The officer requested medical assistance for the pedestrian. The pedestrian was transported to Prince George's Hospital Center, where he died of his injuries.

**Probable cause:** The NTSB determined that the probable cause of the crash was the pedestrian's decision to cross a multilane arterial highway in the middle of the intersection. Contributing to his poor decision-making was impairment from alcohol. Also contributing to the crash was the intersection design, which failed to consider pedestrian traffic.



## Reducing Speeding-Related Crashes Involving Passenger Vehicles



### Safety Study

NTSB/SS-17/01  
PB2017-102341



**National  
Transportation  
Safety Board**

### To the 15 states with automated speed enforcement restrictions:

Amend current laws to remove operational and location restrictions on the use of automated speed enforcement, except where such restrictions are necessary to align with best practices. (H-17-33)

Tuesday, August 15, 2017

The Honorable Larry Hogan  
Governor  
State of Maryland

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters.

On July 25, 2017, the NTSB adopted its report *Safety Study: Reducing Speeding-Related Crashes Involving Passenger Vehicles*, SS-17/01. The details of this Safety Study and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

Among the Safety Recommendations is one issued to the State of Maryland, which can be found on page 57 of the report.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number. We encourage you to submit your response to [correspondence@nts.gov](mailto:correspondence@nts.gov). If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.



Current Status: Open, Await Response

## So what does this mean for Montgomery County?

- MoCo can adopt any NTSB recommendation and implement it locally, even if the Feds or State have not moved on the recommendation
- MoCo PBTSAC can use NTSB findings and recommendations to bolster justification in resource requests
- PBTSAC can advocate for recommended legislation, or educate law makers on recommendations

# Connect with NTSB



@NTSB



@NTSBgov



@NTSBgov



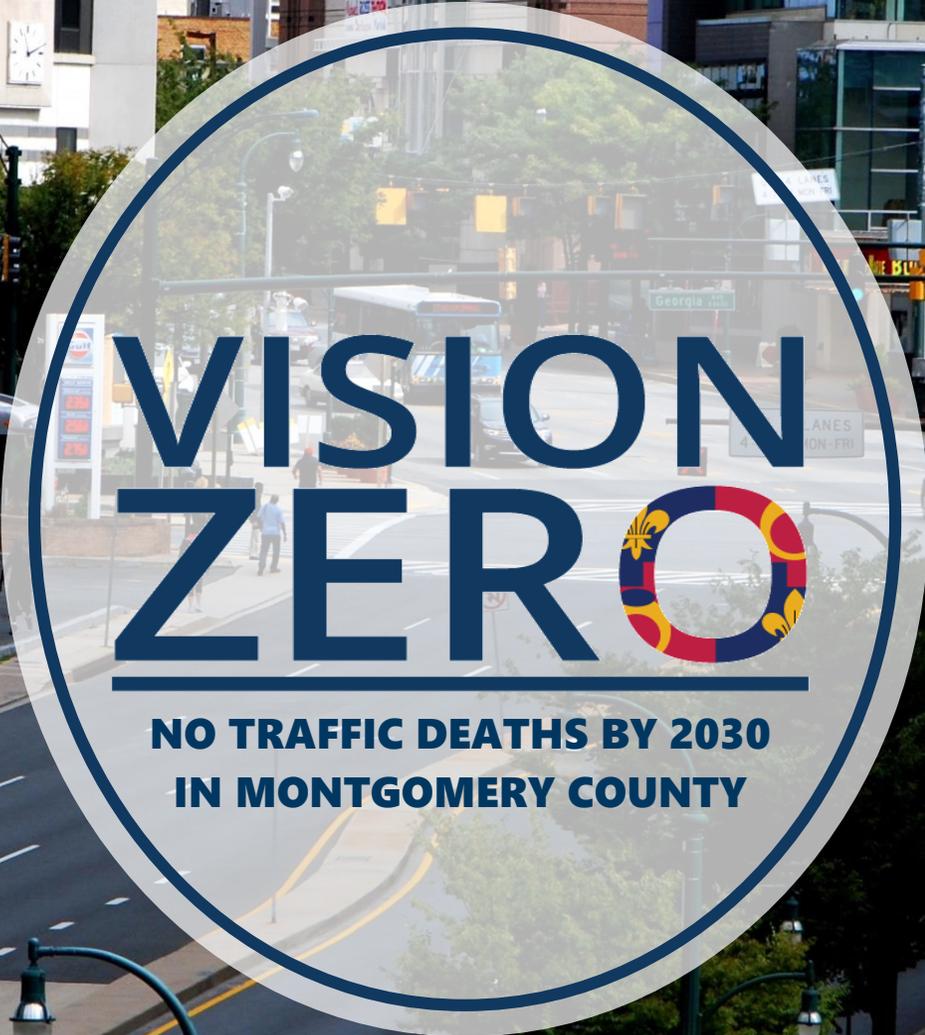
[linkedin.com/company/NTSB/](https://www.linkedin.com/company/NTSB/)



Favorite Podcast Platform



# National Transportation Safety Board



# VISION ZERO

**NO TRAFFIC DEATHS BY 2030  
IN MONTGOMERY COUNTY**

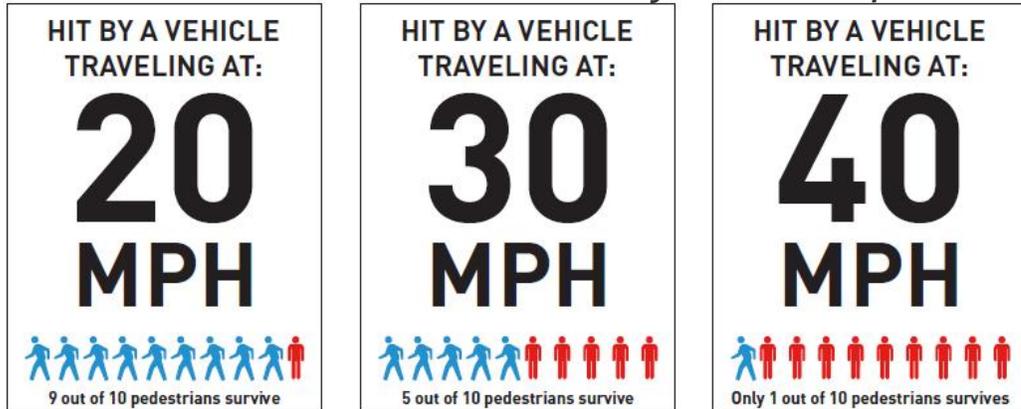
Photo Credit: Flickr/[BeyondDC](#),  
Licensed under [Creative Commons](#)

**OUR PLAN TO ELIMINATE FATALITIES AND  
SEVERE INJURIES ON OUR ROADS BY 2030**

**TWO-YEAR ACTION PLAN • UPDATE TO PBTSAC • 09/27/18**

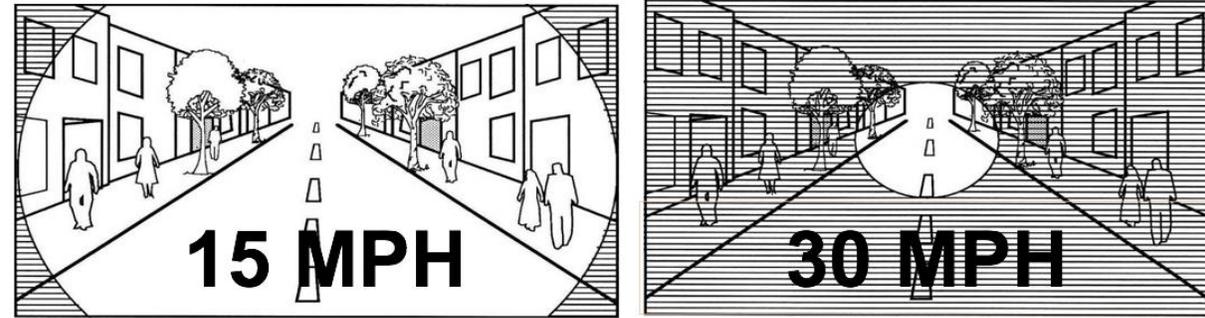
1. Transportation–related deaths and severe injuries are **preventable and unacceptable**.
2. **Human life takes priority over mobility** and other objectives of the road system. The road system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.
3. Human **error is inevitable**; the transportation system should be designed to anticipate error so the consequences are not severe injury or death.

*Pedestrian Chance of Survival by Vehicle Speed*



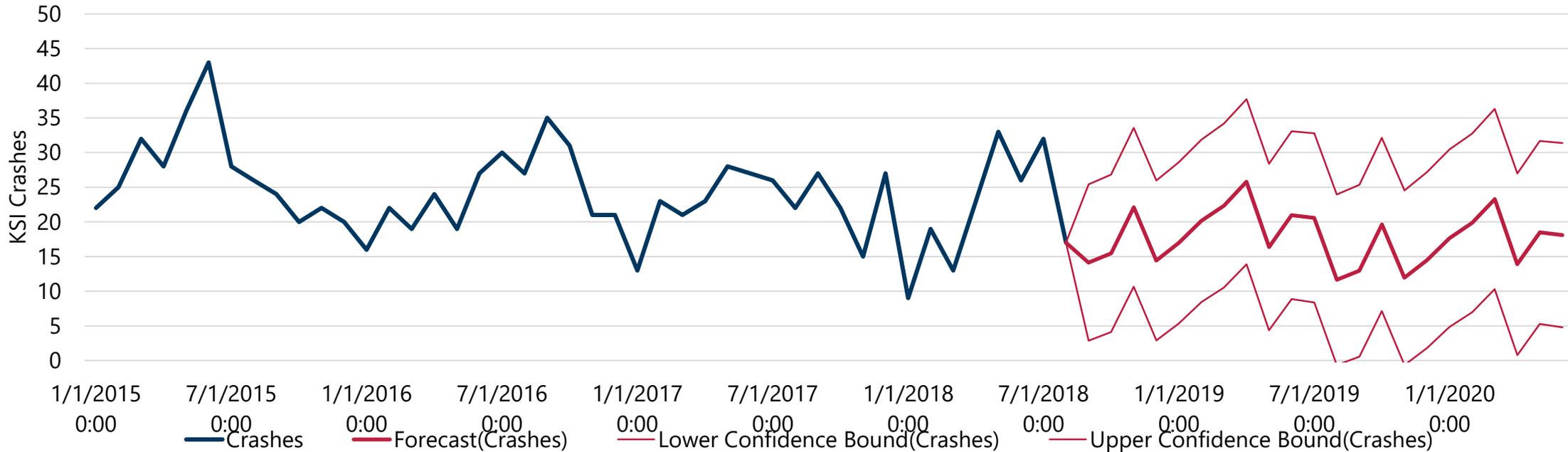
Graphic courtesy of: [Vision Zero Network](https://www.visionzero.org/)

*Driver Cone of Vision by Vehicle Speed*



4. People are inherently vulnerable, and **speed is a fundamental predictor of crash survival**. The transportation system should be designed for speeds that protect human life.
5. **Safe human behaviors**, education, and enforcement are essential contributors to a safe system.
6. **Policies and practices at all levels of government need to align**, making safety the highest priority for roadways.

# 2018 SEVERE AND FATAL CRASH FORECAST



Persons Involved	2016	2017	2018 Estimate	2018 Target	Target to be Met?
Motor Vehicle Occupants	220	190	170	222	Likely
Pedestrians	52	72	63	60	Unlikely
Cyclists	20	12	10	14	Likely
<b>TOTAL</b>	<b>292</b>	<b>274</b>	<b>243</b>	<b>296</b>	<b>Likely</b>

**NOTE:** Forecast based on severe and fatal crashes occurring between Jan 2012 – August 2018 and uses Exponential Smoothing (ETS) algorithm to produce future estimates with a 95% confidence interval.

## **Website Redesign**

- New website is live! Some small fixes still being added.
- Safety feedback map is live! [bit.ly/vzsafetymap](https://bit.ly/vzsafetymap)

## **Vision Zero Coordinator**

- Draft of request for proposal (RFP) being reviewed by County Executive's Office and Risk Management (for insurance requirements).
- Once posted by Procurement, will be open for bids for at least 30 days.
- Goal is to have Coordinator on board by the end of the year.

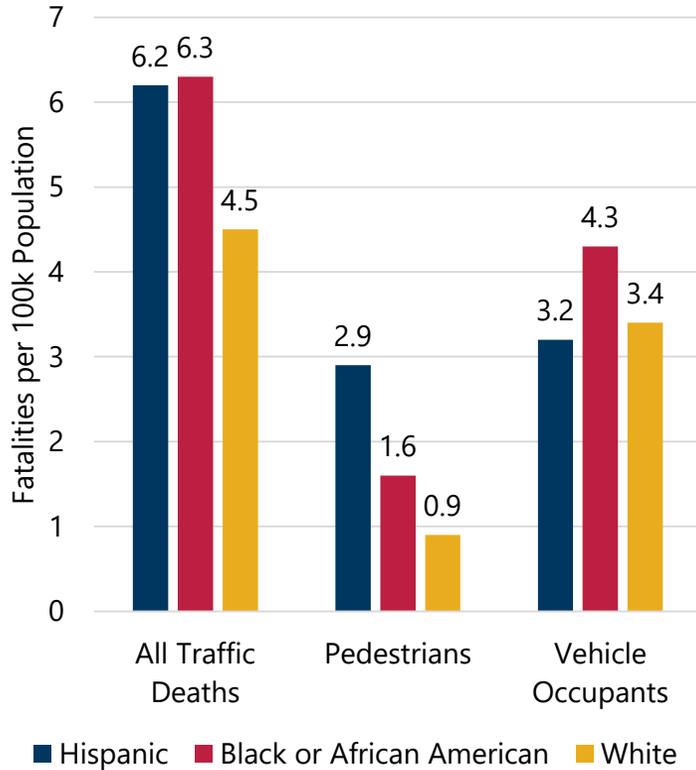
## **Equity Task Force**

- Secured contractor support for facilitation, research, and final report.
- Draft of task force framework sent to Steering Committee and PBTSAC for review.
- PBTSAC has sent the County potential task force members, but haven't confirmed participants.

## **Fatal Crash Review Team**

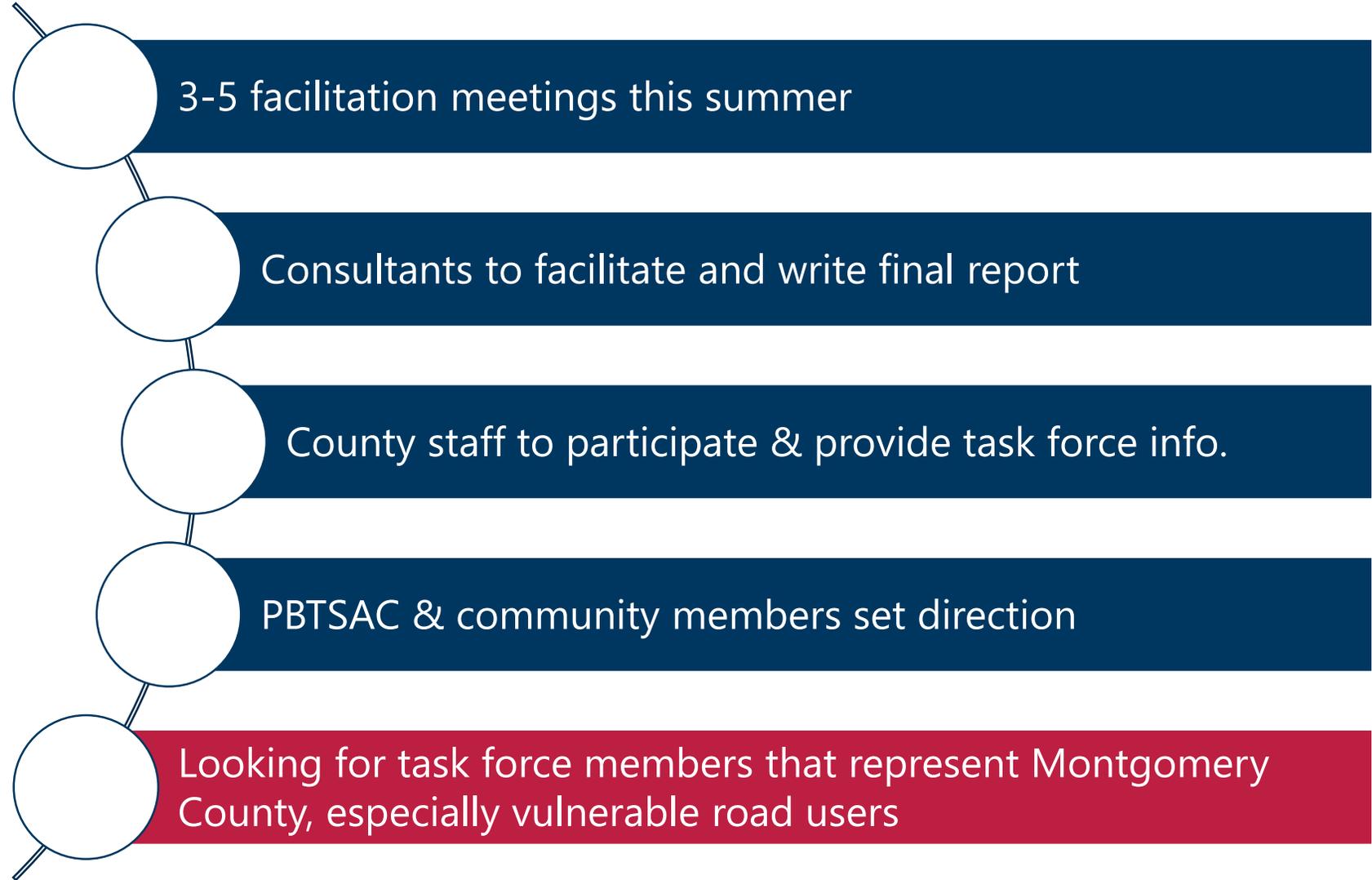
- MCPD and CountyStat have developed meeting framework with goal of having first review session in October. *Looking for two members from public to participate.*

**Hispanic and Non-Hispanic Black/African American residents have a 33% higher traffic fatality rate compared to Non-Hispanic White residents.**



Source: Centers for Disease Control and Prevention, National Center for Health Statistics. Underlying Cause of Death 2011-2015 on CDC WONDER Online Database, released December 2016.

Note: Rates for cyclists and Asian/Pacific Islander not shown due to rates that fell below the reporting threshold.





# RELAUNCH OF WEBSITE

**MontgomeryCountyMD.GOV**  
 Montgomery County Government

[VZ Home](#)
[About](#)
[Action Plan](#)
[Your Participation](#)
[Calendar](#)
[VZ Data](#)
[Additional Resources](#)
[Contact](#)

## VISIONZERO

NO TRAFFIC DEATHS BY 2030

**Give Us Your Feedback About Traffic Safety**  
 Montgomery County is looking for your feedback about unsafe roads and driver, pedestrian, and cyclist behaviors. Use the link below to access the application.

[Access Feedback App](#)

**MontgomeryCountyMD.GOV**  
 Montgomery County Government

[VZ Home](#)
[About](#)
[Action Plan](#)
[Your Participation](#)
[VZ Data](#)
[Additional Resources](#)
[Contact](#)

## VISIONZERO

NO TRAFFIC DEATHS BY 2030

### Your Participation

We need your help and input to eliminate severe and fatal collisions from Montgomery County's roads. Please see this page for the various ways you can contribute and participate by submitting a service request, pointing out a safety issue on the road, providing a general comment to help realize Vision Zero's goal, or checking out our safety educational resources. You can also follow us on social media for updates and to share the Vision Zero message.



### Vision Zero Participation Gateway

<p><b>Service Requests</b></p> <p>Request a fix for current roads, sidewalks, lights, pedestrian and bicycle facilities, etc.</p>	<p><b>Safety Concerns</b></p> <p>Bring to our attention unsafe facilities and behaviors in Montgomery County.</p>	<p><b>General Feedback</b></p> <p>Let us know what you think about or how to improve Vision Zero Montgomery County.</p>	<p><b>Educational Resources</b></p> <p>Learn about helpful safety tips that will help facilitate our Vision Zero goals.</p>
---	---	---	---

### Montgomery County Brings Vision Zero to the Suburbs

Montgomery County is one of the first county governments in the United States to initiate a Vision Zero plan. The County has put resources in place to reduce severe and fatal collisions on County roads by 35 percent for vehicle occupants (drivers and passengers), pedestrians, and bicyclists by November 2019.

### Project and Activity Updates

**Aspen Hill Vision Zero Study**  
9/18/2018

The Vision Zero team is partnering with Montgomery Planning to study the Aspen Hill area for traffic safety improvements. The kickoff meeting will be held on Wednesday, 9/26 at 6:30PM at Aspen Hill Library (4407 Aspen Hill Rd, Rockville, MD). RSVP and learn more about the study from Montgomery Planning website.

**City Cycling Class**  
9/18/2018

There are four City Cycling classes hosted in Montgomery County this fall. The first is Sunday, 9/30 at the Johns Hopkins University Parking Lot. Classes cost \$10, but are free for Bikeshare or WABA members and drop-ins (if space is available). See the full list of locations from website.

**Meeting for Bethesda Bikeway**  
9/18/2018

The public is invited to join MCDOT at a meeting on Tuesday October 9 from 6:30 to 8:30 p.m. (with a presentation at 6:45 p.m.) in the Bethesda Chevy Chase High School Cafeteria, 4301 East West Highway, Bethesda to discuss the design and construction of proposed bicycle and pedestrian safety improvements in Downtown Bethesda. Improvements are planned along Bethesda Avenue between Woodmont Avenue and 47th Street; Woodmont Avenue from Norfolk Avenue south to Wisconsin Avenue (MD 355); and along Montgomery Lane/Montgomery Avenue (MD 410) between Woodmont Avenue and Pearl Street.

Tweets by @VisionZeroMC

Mont Co Vision Zero Kickoff!

**Maren Hill** @MarenEHill  
@montgomeryplans had our kickoff for Aspen Hill Vision Zero Study. If you didn't make it, share ideas through our online map: [mroadmap.com](#). Thanks for coming @MC\_Council\_Kate @natalifani @CaseyAndersonPB @VisionZeroMC #visionzero

**Mont Co Vision Zero** @VisionZeroMC  
DYK -- you can register your child's car

Montgomery County Vision Zero Progress Table

**Upcoming Vision Zero Outreach Events**

[CLICK HERE](#)

# TWO-YEAR ACTION PLAN – ACTION ITEMS



## Engineering

- Design facilities that prioritize safety above all else
- Key Outcome: Reductions in severe and fatal collisions in High Injury Network (HIN)



## Enforcement

- Encourage safe behaviors using evidence-based high visibility enforcement
- Key Outcome: Hours of dedicated enforcement for factors contributing to severe and fatal collisions



## Education

- Engage the public to promote the importance of traffic laws and safe behaviors
- Key Outcome: Increased awareness of dangerous driving, biking, and walking behaviors



## Traffic Incident Management

- Ensure that when a collision occurs, prompt care is provided
- Key Outcome: Maintain response times for traffic collisions with injuries based on dept. standards



## Law, Policy, and Advocacy

- Improve the way traffic safety is managed by changing codes, laws, and policies that do not align with Vision Zero
- Key Outcome: Passage of significant laws and policies required to implement Vision Zero

# TWO-YEAR ACTION PLAN STATUS - ENGINEERING

Action Item	Due Date	Status	Notes
ENG-1 Identify HINs for Modification	Identify priority HIN projects by <b>1/31/2018</b>	Behind Schedule	1st round of reviews with county and state engineers complete. Each review used the top 10 crash locations identified in the action plan. Will be setting up next round of reviews.
ENG-2 Road Design Standards	Publish revised road designs by <b>11/1/2019</b>	On-Going & On-Schedule	MCDOT and M-NCPPC are advancing this action item together, with the first phase being funded by M-NCPPC. MCDOT has engaged a consulting team to assist and are scoping the effort now.
ENG-3 Road Safety Audits	Implement new process by <b>11/1/2018</b>	On-Going & On-Schedule	MCDOT is adding a preconstruction RSA activity to its design process
ENG-4 Review Transit Stops	Develop program review requirements by <b>5/1/2018</b>	On-Going & On-Schedule	MCDOT identified 265 bus stops that need to be reviewed and potentially modified. Completed Middlebrook & MD 355 bus stop audits, two additional bus stop corridors will be audited by November 2018, one is for the Wheaton CBD.
ENG-5 Trail Crossings	Develop list of priority trail crossings and intersections for modification by <b>11/1/2018</b>	On-Going & On-Schedule	The first review of the CCT crossing with Little Falls Parkway was on 6/13, <a href="#">details here</a> . MCDOT coordinating with MNCPPC on crossings for Rock Creek Trail, Diabase Trail, Hoyles Mill Trail, Muddy Branch Greenway Trail, Northwest Branch Trail, Upper Rock Creek Trail, Cabin John Trail, and more. MCDOT has conducted and reviewed speed studies and crossing plans. MCDOT providing ongoing engineering review for trail crossings including CCT & Little Falls Parkway.
ENG-6 Collaboration w State	Identify potential project areas by <b>1/1/18</b>	Behind Schedule	Working with MHSO and SHA to develop short- and long-term solutions for pedestrian safety in Wheaton and Glenmont.
ENG-7 Ped Signals	All pedestrian signals retimed to 3.5 feet/second by <b>November 2019</b>	On-Going & On-Schedule	Plan modified to include 2 additional pedestrian actuated beacons, one at Muddy Branch & Suffield and one at Forest Glen and Sligo. Retiming of pedestrian signals completed. Randolph St & Livingston St originally planned as HAWK signal but now full signal. Muddy Branch & Harmony Hall HAWK under construction, anticipate end of September 2018 completion date. Aspen Hill Shopping Center design complete, to be released for construction in two weeks.
ENG-8 Accelerate Sidewalk Building	Publish list of high priority areas lacking sidewalks by <b>4/1/18</b>	Behind Schedule	A priority list has not yet been developed. Upcoming projects include 11 projects planned in FY19 under sidewalk and curb replacement CIP. Phase I of Oak Dr/MD 27 sidewalk of 4,550 linear feet. Franklin Ave sidewalk in funded in FY23.
ENG-9 Bicycle Network	On-going effort	On-Going & On-Schedule	Significant additions coming to Silver Spring and Bethesda BiPPAs for separated bicycle facilities. MCDOT has developed a website, video, and brochure about how to use these new facilities at <a href="http://montgomerycountymd.gov/lookout">montgomerycountymd.gov/lookout</a>

# TWO-YEAR ACTION PLAN STATUS - ENFORCEMENT



Action Item	Due Date	Status	Notes
<b>ENF-1 Fatal Crash Review Team</b>	Establish team and hold first meeting by <b>12/15/17</b>	Behind Schedule	MCPD and CountyStat have developed meeting framework and team goals. CountyStat will be confirming team members in September with the goal of first meeting in October.
<b>ENF-2 Enforcement Activity</b>	On-going effort	On-Going & On-Schedule	September and early October focus on back to school safety. October will be a return to distracted driving. November is Street Smart.
<b>ENF-3 Automated Enforcement</b>	On-going effort	On-Going & On-Schedule	Will be addressed in new request for proposals that is due to be let out in 2019.
<b>ENF-4 Unmarked Cars</b>	Purchase and use more unmarked cars by <b>12/1/18</b>	No Resources	Due to budget constraints, the FY19 budget does not fund this item
<b>ENF-5 Collaboration w/ Courts</b>	Complete initial outreach by <b>5/1/18</b>	On-Going & On-Schedule	A public-private education campaign called "Noah on Patrol" was released on May 23. As part of "Noah on Patrol," a courtwatch program will monitor impaired driving cases in the county. The State's Attorney Office will push for ignition interlocks in impairment cases.

# TWO-YEAR ACTION PLAN STATUS - EDUCATION

Action Item	Due Date	Status	Notes
EDU-1 Comprehensive Strategy	Publish Strategy by <b>5/1/18</b>	Behind Schedule	The Public Information Office has completed a draft and is being reviewed by MCDOT and CountyStat prior to release
EDU-2 Expand SRTS	Expand SRTS by start of <b>2019-2020 school year</b>	On-Going & On Schedule	Doubled the number of participants in "Bike to School Day" last quarter. Developed templates for school network maps to ensure that parents and school children will be familiar with walking and biking routes to school. SRTS will grow as it is one of five pillars of Montgomery County's Transforming Community Initiative. Learn more at <a href="https://www.institutephi.org/our-work-in-action/policy-health-systems-improvement/healthymontgomerytci/">https://www.institutephi.org/our-work-in-action/policy-health-systems-improvement/healthymontgomerytci/</a>
EDU-3 On-bike Education	Agreement with MCPS by <b>19-20 school year</b>	Not Started	Year 2 activity
EDU-4 Grant Program	Solicit proposals by 6/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item
EDU-5 County Employee Safety Campaigns	Complete first round of awareness trainings by <b>11/1/2018</b>	On-Going & On Schedule	In April, MCFRS, MCDOT, and MCPD employees were sent information about distracted driving. Currently developing targeted material for key departments and divisions.
EDU-6 Team Building	Hold at least two collaboration events by <b>11/1/2018</b>	Not Started	Currently developing potential opportunities for employees this summer
EDU-7 Sleep & Safety	Complete first round of awareness trainings by <b>11/1/2018</b>	Not Started	Activities will be during drowsy driving prevention week in November.
EDU-8 Future Tech	1st Report by <b>12/31/2018</b>	Not Started	Moved this item to year 2. MCDOT and other experts presented to the County Council on September 26, 2017 about the future of autonomous vehicles in Montgomery County. Video of session is at: <a href="http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&amp;clip_id=13823&amp;meta_id=143448">http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&amp;clip_id=13823&amp;meta_id=143448</a>
EDU-9 Community Partners	<b>12/1/2018</b>	On-going	Developing new materials to be used for outreach. Currently using materials developed by Public Information Office and distributed by street outreach teams and the Wheaton Urban District for pedestrian safety campaign.

# TWO-YEAR ACTION PLAN STATUS - TIM

Action Item	Due Date	Status	Notes
TIM-1 Emergency Services	On-going effort	On-going	
TIM-2 TIM Plan	Create plan by <b>11/1/2018</b>	Behind Schedule	Secured contractor support to help with development of the plan.
TIM-3 Police Driver Training	Improve driver training by <b>11/1/2019</b>	Not Started	
TIM-4 Temporary Traffic Control Devices	Procure traffic control devices for a pilot program by <b>11/1/2018</b>	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item

# TWO-YEAR ACTION PLAN STATUS - LPA



Action Item	Due Date	Status	Notes
LPA-1 Law & Policy Change	Identify changes needed by 12/1/2017	Behind Schedule	Currently, the Steering Committee has not recommended changes for the 2019 legislative session.
LPA-2 Equity Task Force	Establish task force by <b>12/31/17</b>	Behind Schedule	Steering committee and PBTSAC have decided to make this task force a sub-committee of PBTSAC. A contractor has been secured by CountyStat to aid in developing task force report. A draft of the meeting framework and goals was sent for PBTSAC review.
LPA-3 VZ Manager	Appoint interim manager 11/17 with full-time coordinator by <b>1/31/18</b>	Behind Schedule	FY19 budget funds a contractor to coordinate and implement the Vision Zero Action Plan. The draft Request for Proposals is being reviewed by CEX, MCDOT, and PIO prior to sending to Procurement.
LPA-4 VZ Website	Have full page build-out by <b>11/30/17</b>	Complete	Redesign of website was pushed out last week of September.
LPA-5 VZ Feedback Map	Publish map by <b>11/30/17</b>	Complete	App has been built and tested. App was launched with redesigned website in late September. Link at <a href="http://bit.ly/vzsafetymap">bit.ly/vzsafetymap</a>
LPA-6 Ped Master Plan	Complete master plan by <b>11/1/2019</b>	On Schedule	Pedestrian connectivity mapping scheduled to start this summer and be complete at the end of FY19.

# TWO-YEAR ACTION PLAN STATUS - LPA

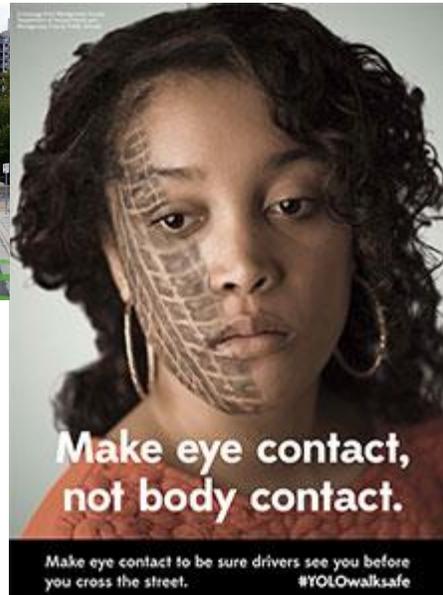


Action Item	Due Date	Status	Notes
LPA-7 Public Crash Data	Publish by <b>11/1/17</b>	Complete	All 3 tables are published and updating weekly. CountyStat will use these tables to build out dashboard.
LPA-8 Improve Crash Data Collection	Start outreach by <b>11/30/17</b>	On-Going & On Schedule	Currently MCPD has implemented training to address proper report writing within the academy classes as well as to audit reports for data entry errors. MSP has made some fields within the ACRS reports mandatory and some fields mandatory on dependencies to help in capturing all the relevant data per event.
LPA-9 Peer Collaboration	Start outreach by <b>12/1/17</b>	Complete and On-Going	Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Towards Zero Deaths, and started a regional vision zero cohort.
LPA-10 Review Safety Programs	Release results by <b>11/1/2018</b>	Behind Schedule, Not Started	Plan to start review in summer 2018 along with Equity Task Force
LPA-11 Municipalities	Complete initial outreach by <b>1/1/18</b>	Behind Schedule	Work with municipalities has been informal to this point. CountyStat will work with CEX to identify proper municipal contacts once the new website is up and running.
LPA-12 Research Partners	Reach out to potential research partners by <b>1/1/18</b>	On-Going & On Schedule	The County does not have funds to pay for research, but is open to participating or being a living laboratory for researchers. The County will reach out to local partners to gauge interest.
LPA-13 Vehicle Procurement	Finalize policy by <b>11/1/2018</b>	Not Started	This action item has been moved to year two.
LPA-14 10-Year Plan	Start feedback sessions in <b>January 2019</b> , complete by <b>November 2019</b>	Not Started	Focus in spring and summer is on getting two-year plan up and running prior to starting 10-year plan development.

# ACTION ITEM STATUS SUMMARY

Area	No Resources	Not Started	Behind Schedule, Not Started	Behind Schedule	On-Schedule & Complete	Total
Engineering			1	2	6	9
Enforcement	1			1	3	5
Education and Training	1	4		1	3	9
Traffic Incident Management	1	1	1		1	4
Law, Policy & Advocacy		2	2	3	3	14
<b>Total</b>	<b>3 (7%)</b>	<b>7* (17%)</b>	<b>4 (10%)</b>	<b>7 (17%)</b>	<b>20 (49%)</b>	<b>41 (100%)</b>

\*Includes items not scheduled to begin until year two of the action plan.



# VISION ZERO

**NO TRAFFIC DEATHS BY 2030  
IN MONTGOMERY COUNTY**

